





To-day's  
Advertisements.QUEEN INSURANCE COMPANY.  
(Now Merged in the Royal Insurance Co.)THE Undersigned having been appointed  
Agents for the above Company are pre-  
pared to accept FIRE RISKS at Current  
Rates.E. D. SASSOON & CO.,  
Agents.  
Hongkong, 10th October, 1899. (129)

LODGE ST. JOHN, 618, S.C.

NOTICE is hereby given that the usual  
MONTHLY REGULAR MEETING  
of the above Lodge will be held in the MASONIC  
HALL, Zeland Street, on THURSDAY,  
the 12th instant, at 8 for 8.30 p.m. precisely. All  
Visiting Brethren will be welcome.  
Hongkong, 10th October, 1899. (129)CHINA NAVIGATION COMPANY,  
LIMITED.FOR TIENTSIN.  
THE Company's Steamship"NANCHANG."  
Captain Finlayson, will be despatched as  
above on THURSDAY, the 12th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th October, 1899. (129)DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW.  
THE Company's Steamship"HAIMUN."  
Captain Davis, will be despatched for the  
above Port, on THURSDAY, the 12th instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS STEAMSHIP CO.,  
General Managers.  
Hongkong, 10th October, 1899. (1287)DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR AMOY AND TAMSUI.  
THE Company's Steamship"FORMOSA."  
Captain Douglas, will be despatched for the  
above Ports, on THURSDAY, the 12th instant,  
at Noon.  
For Freight or Passage, apply to  
DOUGLAS STEAMSHIP CO.,  
General Managers.  
Hongkong, 10th October, 1899. (1288)CHINA NAVIGATION COMPANY,  
LIMITED.FOR SHANGHAI.  
THE Company's Steamship"PAKHOL."  
Captain Stott, will be despatched as above  
on THURSDAY, the 12th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 10th October, 1899. (1289)FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship"ARGYLE."  
will be despatched for the above port on or  
about the 25th instant, and will be followed by  
S.S. "JOHN SANDERSON" at intervals  
of 2 weeks.  
For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 10th October, 1899. (1289)

## Antimination.

A. S. WATSON & Co.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

|                                  |       |       |
|----------------------------------|-------|-------|
| R. St. ESTEPHE, Red Capule       | 5.00  | 7.50  |
| C. St. JULIEN, Red Capule        | 9.00  | 9.50  |
| D. La ROSE, Red Capule           | 12.00 | 13.50 |
| CHATEAU HAUT BRION LAR-<br>RIVET | 18.00 | 19.20 |
| CHATEAU MOUTON D'ARMAIL-<br>HACQ | 21.00 | 22.20 |
| CHATEAU PONTET CANET             | 25.00 |       |
| CHATEAU LA TOUR CARNEE           | 30.00 |       |
| CHATEAU RAUZY                    | 42.00 |       |
| CHATEAU LAFFITE                  | 48.00 |       |

These CLARETS are bought direct  
from the leading French growers.  
The lowest priced are of exceptional  
value and guaranteed to be the  
genuine product of the juice of the  
grape, and are not artificially made  
as is generally the case with cheap  
Wines.

CHATEAU LA TOUR CARNEE, CHA-  
TEAU RAUZY, and CHATEAU LAFFITE  
are commended to the notice of Con-  
noisseurs as high-class after-dinner  
Wines of a rich and rare character.

Sample bottles and smaller quanti-  
ties will be supplied at proportionate  
wholesale rates.

We guarantee our Wines and Spirits  
to be genuine only when bought  
direct from us in the Colony or from  
our authorised Agents at the Const.  
Ports.

A. S. WATSON & Co., Limited.

## The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 10, 1899.

## REUTER'S TELEGRAMS.

SIR CLAUDE MACDONALD.

LONDON, October 8th.  
Sir Claude Macdonald has completely re-  
covered and will leave for China on Monday,  
accompanied by Lady Macdonald.

THE "AMERICA" CUP.

The third race for the America Cup was  
again without result.

PARLIAMENT AND THE TRANSVAAL  
CRISIS.

The Gazette publishes proclamations sum-  
moning Parliament to meet on the 17th instant  
and for calling out reserves sufficient to make  
every battalion ordered to South Africa up to  
the strength of one thousand. The Reserves  
joining the Colours amount to 25,000.

The Military situation is puzzling. The  
Boers have not taken the offensive in any  
quarter, though known to be in strong force on  
the Southern and Western frontiers.

In the meantime the British are strengthen-  
ing their positions and forces, and Mafeking  
and Kimberley are now believed to be secure.

A great number of the Cape Dutch are going  
to the Transvaal. General White proceeds  
immediately to Pretoria from Durban. The  
Cruiser *Thetis* from the Mediterranean  
Squadron has sailed for Delagoa Bay. Six  
thousand Boers have advanced to the border  
within eight miles of Mafeking, where elaborate  
defences, including two armoured trains and  
Lyddite Mines, are reported to have been  
made. It is reported that the Boers on the  
Natal frontier are retiring, leaving only patrols.  
There is intense indignation at the Cape at the  
persistent brutality shown to British refugees  
by armed Boers at the wayside stations.

## WEATHER REPORT.

The Observatory report says—  
On the 10th at 11.55 a.m. barometric changes  
are slight. The high pressure area, central over  
China, extends now over Japan and the Loo-  
choos. Gradients moderate on the coast,  
rather steep with very strong monsoon in the  
N. part of the China Sea. FORECAST:—Fresh  
N.E. winds; dull, some rain.

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In obedience to an order from the Viceroy at  
Nanking, Taotai Shen Ching-Yu, Director of  
the Wodung Land Office, left for Nanking  
and waited on the Viceroy on the 24th ult. It  
is said that the Viceroy contemplates the re-  
construction of the Wodung Forts.

The Kienning Prefect, says a Shanghai vernac-  
ular paper, has reported to the Viceroy that  
the Magistrates of the Kien-an and Oun-  
ning districts have undertaken to raise \$4,000  
each as indemnity for the Kienning riot and  
the gentry and scholars of the place have also  
agreed to give a bond that they would be held  
responsible for any trouble in future and the  
punishment of the leading offenders will be  
carried out. It is expected that the question  
will soon be settled.

The Yinkon correspondent of the *Universal  
Gazette* writes that the recent report of an  
imminent war between Japan and Russia was  
founded on the following occurrence. Some  
time last month two Japanese men-of-war  
entered Port Arthur without the sanction of  
the Russians who signalled to them to depart im-  
mediately. On their refusing the Russians  
prepared for action and intimated to them that  
they would be fired upon if they refused to leave  
after a limited time. The Japanese ships were  
subsequently obliged to withdraw.

The following gems have been sent to *The  
Union*, Shanghai, the writer being a Chi-  
nese man:

"Dear Sir, Will my . . . Lamp have  
Bad will you Can Call your Cousin Came see  
the Lamp To-day afternoon." Being rather  
impatient, the writer next morning sent the  
following:—

"Dear Sir, Will my yesterday have send due  
Chit you have see my of the chit will you Can  
To-day Afternoon Call due man Came see the  
Lamp." The Lamp have Bad will fix now.

Some time ago, says *The Union*, a well known  
Shanghai resident complained that passengers  
by an M. M. steamer had been sent ashore  
without their breakfasts. We learn that a  
similar complaint has been made about the  
*Tsukin*, the passengers who came by her and  
left in the tender area quarter to ten on Saturday  
morning, had to go without their breakfasts,  
and as they did not reach Shanghai till near  
midday many of them were famished. A first  
class passenger, however, informs us that he  
got his meal before leaving, so perhaps the re-  
gulation refers to the other classes only.

A WRITER in the *Neuf Frete Presse* advocates  
the despatch of the British mails to India,  
China, and Australia by a new route. Instead  
of the overland journey to Brindisi, and the  
shipping of the mails there, the writer suggests  
an overland route to Salonica, where the mails  
could be put on board a steamer for Port Said.  
The mails would in this case be transported by  
rail and steamboat to Ostend, and thence con-  
veyed by the Orient express right through to  
Salonica. A new fast line of steamers would  
have to be founded for the service between  
Salonica and Port Said, and the journey would,  
concludes the writer, be shortened by from  
sixty to seventy-two hours.

A JAPANESE paper reports that a patch of red  
coloured water was seen off the coast of Ise  
Province on the 23rd ult. The water subse-  
quently passed off to the entrance of Shima  
Gulf where it was stationary for several hours.  
A sudden squall came along and dispersed the  
water to all directions. A number of fish and  
clams was seen floating dead or maimed from  
the effect of the coloured water. Fishermen  
were greatly concerned about the mysterious  
phenomenon. They bottled some of the water  
and forwarded it to the Agricultural and Com-  
mercial Department to be analysed. No special  
result was got however, on account of the water  
having been kept in the bottle too long. It  
smelled as of chemicals and seemed to have a  
species of small plant intermixed.

A GOOD many articles that might have been  
used for numerous purposes were brought up  
from the bottom of the sea in the search for  
Miller's wrench—a big axe, a kitchen knife,  
some iron implements, and so on, says the  
*Japan Mail*. A shirt, too, was found, which  
bears the marks of having been torn and trun-  
cated on, and is also said to show blood stains.  
It was evidently worn by a big man, and it is  
marked "L.M." But Miller's initial is "R." so  
the shirt cannot be identified as his. It is  
rather curious that a monkey-wrench and a  
tom, muddy, and bloodstained shirt should  
have been found just where Miller says that he  
deposited articles of the kind, and yet neither  
of them can be confidently identified. If cir-  
cumstantial evidence alone were in question,  
how any one would be ridiculed who doubted  
the perfection of such a chain of proof! If it  
were only suspected, for example, that Miller  
had thrown his shirt and a wrench into the  
creek after the murder.

THERE is an engaging frankness about the  
following advertisement clipped from a Yoko-  
hama paper which ought to strongly recom-  
mend the advertiser for any sinecure that may be  
going says "F.A.G." in the *Kobe Chronicle*.

WANTED.

Some light employment by an old veteran  
from the American Civil War. He is not in  
good health, and is very short-winded. Been 25  
years in Japan. Work not so much the object  
as the salary. Apply to "J.C.W." &c.

After "J.C.W." has been comfortably in-  
stalled, I hope that any one having the  
disposal of a soft job, where the occupant's  
principal duty will be to receive the monthly  
cheque, will not overlook such a deserving  
applicant as myself. I am quite aware that  
there would be a very large number of appli-  
cants for such a post, but I can confidently  
assure any of my readers who may have the  
disposal of a sinecure that it would suit none  
better than yours 'umblly to obtain' a post  
where the work is not so much an object as  
the salary. I make these few remarks purely  
for the benefit of those having 'such a billet' at  
their disposal. A word to the wise is sufficient.

THE steamship *Maria Valeris*, on the 9th inst.,  
in Lat. 24° 12' N., Long. 118° 33' E. picked up  
a Chinaman who had been clinging to a float-  
ing junk's mast for four days.

A DESPATCH to a vernacular paper says that  
recently some trouble arose between the Rus-  
sians and the Chinese inhabitants at Shih Patun,  
Moukden, followed by an armed fight. A  
number of persons have been killed or wounded  
but the cause is so far unknown.

The site of the Japanese Settlement at New-  
chwang, which has been selected is not satis-  
factory in many respects. But the Foreign  
Office had no alternative but to acquiesce, and  
instructions have been forwarded to Peking to  
sign the Convention with the Chinese Govern-  
ment.

THE *Universal Gazette* says that owing to the  
fact that Italy has come to an understanding  
with Great Britain and France respecting her  
demands on China for a railway concession in  
Ningpo, mining concessions in Shanse, and the  
engagement of Italian professors in the  
Peking University, it is believed that China  
will most probably have to acquiesce in them.

FOUR American Consuls in China have been  
says the Washington correspondent of the  
*Standard*, suspended and ordered home. They  
are said to be charged with being implicated in  
the filibustering expeditions sent for the relief  
of the Philippines. The State Department offi-  
cials are endeavouring to keep the matter  
secret, and decline either to confirm or deny  
the report, further than to admit that several  
Consuls have been suspended on grave charges.  
The secret leaked out through personal letters  
recently received from China.

ON Sunday week a mounted Chinese military  
officer wearing fifth rank button and peacock  
feather followed by some fifteen Chinese  
soldiers carrying swords was passing along  
the Nanking Road, Shanghai, when the  
Sikh constable there stopped the  
officer and through the Chinese const-  
table on duty on the other side of the road,  
demanded to see the permit for his men to pass  
through the Settlements. The officer not pro-  
ducing one, the Sikh told the Chinese const-  
table to take them to the Central Station.  
On arriving there it is said that the soldiers  
obstinately refused to go in and after a while  
they were allowed to go on their way.

THE American Consul-General at Shanghai  
has forwarded home some information with  
regard to the shoe trade in China. He states  
that a good line of shoes would find a market  
among the foreigners in China. Most of the  
foreign shoe-dealers, however, being English,  
they naturally prefer to handle English goods,  
and men's shoes come chiefly from that coun-  
try. Foreign articles sell at \$14 Mexican  
(\$6.60 gold). If there can be put on the market  
here shoes as good in quality as those the  
Chinese make, at a lower price, an unlimited  
field is open to enterprise. It would hardly be  
worth while to have circulars, etc., translated.

THE new Japanese first-class cruiser *Azuma*,  
which has just been launched in France, says  
the *Japan Mail* is spoken of as a most success-  
ful type. She combines the best features of  
English and French shipbuilding, and is not  
unlikely to become a model. The *Nippon*  
claims that the men-of-war built for Japan in  
foreign countries are all designed by Japanese  
naval experts and superintended by them also  
during the course of construction. That claim  
is all right so long as the vessels are  
successful, but if we remember aught, the  
mysterious disappearance of the *Unbeikan*  
was attributed by Japanese writers to faults of  
construction for which French builders were  
held responsible. However, there is no doubt  
that Japanese naval experts have made remark-  
able progress in technical knowledge and its  
practical application during recent years. We  
have heard it said by a thoroughly competent  
judge that the post-bellum programme of naval  
expansion drawn up in this country was the  
complete a thing of



The Chinese Municipality are endeavouring to institute some means of disinfection in the worst quarters of a Native City. We would advise them to be too discriminating, but go right through.

The newly appointed Tatar General of Fochow is still in Peking. The Empress Dowager is reported to be trying to squeeze Tls. 400,000 out of him in addition to the ordinary fees, as Fochow is considered a very rich post.

The Tatar General of Fengting who recently engaged drill instructors from the Military College to drill his troops, which he found utterly inefficient, is so satisfied with the results that he has applied to General Yuan to engage him several more.

There has been during the latter part of the present week, a marked fall in the high temperature which have ruled for the month of September. The minimum temperatures for the past three mornings have been 45°, 46° and 41° respectively. At this rate we may soon expect a touch of frost.

Those of our young folks, and our big folks for that matter, who were away at Peking-ho when D'Arcy's Marionettes were here before, will welcome the news that the show will open for a short season in the Gordon Hall about October 9th. They will thus have an opportunity of seeing one of the prettiest and neatest little exhibitions of the kind that have come this way.

## THE PLAGUE IN EUROPE.

The bubonic plague in Portugal is reported in a London dispatch of September 9th to show no tendency to spread, but rather appears to be dying down. The British Medical Journal says there is no need of alarm in regard to the disease. It asserts that the best safeguards against the plague are cleanliness and efficient sanitation and denounces the quarantine as "opposed to the true principles of preventive medicine." The Journal also points out that "even in dirty Portugal the disease is barely keeping alive."

## THE AMERICA CUP.

The record in the America Cup race up to the series which is now causing so much excitement is as follows:—1870, *Magie* (winner), American, schooner 115, 1871, *Thetis* (winner), F. Osmond, *Cumtula* (challenger), British, schooner, 198, Mr. J. Ashbury. 1872, *Albatross* and *Sappho* (winners), American, schooners, 220 and 310, Mr. F. Osmond and Mr. W. P. Douglas, *Leviathan* (challenger), British schooner, 280, J. Ashbury; 1873, *Madeline* (winner), American, schooner, 152, Mr. J. Dickinson; *Countess of Dufferin* (challenger), Canadian, schooner, 139, C. Grifflord; 1881, *Mischief* (winner), American, sloop, 79, Mr. J. R. Bux; *Atlanta* (challenger), Canadian, sloop, 84, Mr. A. Cuthbert; 1885, *Furline* (winner), American, cutter, 140, Mr. J. M. Forbes; *Grattise* (challenger), British, cutter, 80, Sir R. Sutton; 1885, *Mayflower* (winner), American, cutter, 161, Genl. Payne; *Galathea* (challenger), British, cutter, 90, Lieut. W. Henn; R. N.; 1887, *Volunteer* (winner), American, cutter, 152, Genl. Payne; *Titbit* (challenger), British, cutter, 149, Mr. J. Bell; 1893, *Piglet* (winner), American, cutter, 178, Mr. Morgan; *Valerie II* (challenger), British, cutter, 155, Lord Dunraven; 1895, *Defender* (winner), American, cutter, 202, Mr. Iselin; *Valerie III* (challenger), British, cutter, 210, Lord Dunraven. It will be observed that Canada has represented the English nation to win the cup on two occasions and England herself has been responsible for her own defeat on the seven other occasions.

## THE DEAL WITH SULU.

Mr. W. A. Croft writes to the New York World under date 27 August a scathing criticism of Mr. McKinley's policy in the Philippines. He says:—

"The President of the United States can at last score a victory. He has bought a live Sultan. The American demand for Sultans is perhaps not very lively, but Mr. McKinley has taken time by the forelock and purchased the Sultan of Sulu."

The Sulu archipelago comprises 140 of the southernmost of the Philippine Islands, in the equatorial region. Of these ninety-five are inhabited by a wild, naked, hardy and warlike race of Mahometans, whose members—*juramentados*—have the vicious habit of "running amuck" with a razor-like scimitar, killing as many Christians as possible before they in turn are killed and dragged to Paradise. They have never recognized any authority but their Sultan, and Mr. McKinley has now adopted the tactics of Spain in hiring this religious gentleman to continue his services.

The Sultan is to become a permanent officer of the United States, and is to receive annually while he lives \$5,000 in gold and "perquisites" amounting to some \$11,000 more—an amount considerably larger than the salary of any of the Governors of our States. The fact that he keeps a harem of innumerable wives and concubines, in violation of the law abolishing polygamy in Utah, does not seem to embarrass Mr. McKinley at all. Neither does the fact that slavery flourishes in the Sultan's dominions, in violation of the thirteenth amendment of the Constitution, which declares that slavery shall not exist within the United States "or in any place subject to their jurisdiction." In fact, the permanent retention of these "twin relics" is obviously concerned in the bargain with the Sultan.

The question now arises, what next? Shall we mister into our service the Malay King of Mindanao and pay him his salary of \$50,000 a year? Why not? He has an army of 100,000 savage men, and there is much more reason to dread and placate him than the Sultan of Sulu. Will the President appoint the Archbishop of Manila his viceroy, to administer justice in Luzon? Why not? Unlike the slaveholding polygamist, despot who is appointed his "Sulu" viceroy, the Archbishop is a Christian; he prohibits polygamy; he punished slaveholding as a crime; his people seem ambitious to establish a republic like our own, and Admiral Dewey says they are intelligent, orderly, and capable of governing themselves. In short, why are we fighting Aguinaldo and hiring the Sultan of Sulu? Will not the Methodist missionaries get along with Aguinaldo better than with the potentate of Mahomet?

If the President would, once more take his stand on the tail-end of a railroad train and attentively listen for vox populi, it is possible he would hear a remonstrance against slaying men who are fighting for their liberties, while confirming a filthy and barbarous tyrant on his throne, paying him a salary and unfurling the Stars and Stripes above his abominations.

Especially, I know, as the President has repeatedly declared that he has no policy of his own to enforce.

"Do you allow your young boy to sleep in your office?" was asked of a broker in the Chamber of Commerce building. "Only during the day time."

## THE TRANSVAAL.

Master Charles Burdon Hayward contributes the following to the third number of the *Yellow Dragon*. He says:—

Now that the situation in the Transvaal is so critical, and a crisis so imminent, it may be of interest to know something of the Boers, their history and origin.

During the 17th century the Dutch occupied Cape Colony, and soon afterwards immigration began. The Dutch colonists poured into Africa in such numbers, and multiplied so fast, that now the greater part of the white inhabitants of South Africa are their descendants and are called Boers.

At the beginning of the present century when the Cape passed into English hands, the Boers were very discontented and some of them, sooner than live under English rule, moved away to the very outskirts of civilization.

The majority of the Boers however remained around the coast, till in 1836, the British abolished slavery, that institution which they cherished next to their freedom.

So like the Jews of old, the Boers trekked away Eastward with their wives and families, and founded the Free Republic of Natalia, hoping to find there a home where they would be free, and able to maintain their old customs, and above all to keep their slaves.

Terrible wars with the Zulus followed, and in 1843, the British Government, ever on the track of slaveholders, followed and annexed Natal to Cape Colony.

A second exodus of the Boers followed and as many as 30,000 crossed the Orange River and founded the Orange Free State.

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years, have been unknown in her history. The Taping rebellion, the greatest and most threatening of civil collisions recorded in modern history, dwindles into insignificance when compared with the terrible long years in which European nations were engaged in the destruction of one another. China has never played the part of an aggressor, except I imagine in the prehistoric ages or neolithic period when our primitive forefathers had doubtless to struggle for bare existence with neighbouring savages. But since her history began the process of formation China has never sent out an army with practically no better intention than that of a war of conquest. Korea was our aggressor before the celebrated general of the Tan dynasty was despatched to effect subjugation. So it was with all other States. If we could credit the authenticity of historical facts, the reputed 'Flowery Land,' with its dragon throne, and supreme civilization, was long the object of envy to our neighbouring States. Enumerate the wars since the opening of China, to the world, such as the opium war, the French war, and the war with Japan, and see whether China has ever been the aggressor. The excessive fondness for peace, which she enjoyed so long and, unceasingly has rendered that kinetic energy, the vital propeller of nations' activity, latent and almost non-existent. European nations side by side from the fall of Constantinople to this day, watch with a keen feeling of envy and ill-will for an opportunity to inflict misery and slaughter upon one another. Wars and rebellions have whetted the spirit of these nations and transformed their primitive purpose was the war of conquest.

China with the loftiest mountains for her barrier on one side, and the greatest ocean on the other, had no connection with the rest of the world whatever. She found she had nothing to contend with except a few inferior States which were long, long ago absorbed. So she has the steepest chance of inclination to progress, and most naturally conservatism developed until it has attained to such an appalling magnitude that the most powerful stimulus must be needed to remove the obstacle that blocks the path to advancement. Forty or fifty years of effort and energy are ineffective to supplant centuries of capacity of adaptation, objects to innovation, welcome exclusivism, and remains satisfied with the old order of things. In short, conservatism is the stumbling-block that has kept progress at bay.

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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.         | DESTINATIONS.  | SAILING DATES.                    |
|-------------------|--|-----------------------------------|
| SANUKI MARU.....  | Kobe and Yokohama  | Thursday, 12th October, at Noon.  |
| KINSHU MARU.....  | VICTORIA, B.C. and SEATTLE, U.S.A. via Kobe & Yokohama.                            | Thursday, 19th October, at 4 P.M. |
| TAMBA MARU.....   | MARSEILLES, LONDON & ANTWERP via Singapore, Penang, Colombo and Port Said.         | Saturday, 21st October, at Noon.  |
| KASUGA MARU.....  | NAGASAKI, Kobe and Yokohama.   | Saturday, 21st October, at 4 P.M. |
| HAKU MARU.....    | VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEL-HAI-WEI, CHEFOO, CHENGDEU & NAGASAKI. | Thursday, 26th October, at Noon.  |
| YAWATA MARU.....  | MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.               | Friday, 27th October, at 4 P.M.   |
| KAWACHI MARU..... | MARSEILLES, LONDON, and ANTWERP, via Singapore, Penang, Colombo and Port Said.     | Friday, 3rd November, at Noon.    |

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th October, 1899.

## "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

[247a]

## PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &amp;c., &amp;c., &amp;c.

First Port Orders Executed.

ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

## Dr. KNORR'S ANTIPYRINE

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

[34]

## UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## JAPANESE CURIOS. KUHN &amp; KOMOR,

JUST RECEIVED.

XMAS CARDS & TOYS.

FANCY KAGA VASES & TOILET SETS.

LACQUERED, BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS.

AT LOW PRICES.

D. NOMA,

No. 12, Beaconsfield Avenue,

Opposite the City Hall.

Hongkong, 9th October, 1899. [1258a]

## THE POPULAR DINING ROOMS.

18, PRAYA CENTRAL, (Near Hongkong Hotel).

NOW OPEN. Good Home Cooking and Meals at all hours.

Hongkong, 9th October, 1899. [1211a]



## WATERING APPARATUS

Non-freezing Ordinary Hydrants and Street Washers.

Garden Watering Boxes and Apparatus.

Gun-Metal, Copper, and Cast-Iron Lugs and Valves.

E. GUESCHER, E.G.P., Engineer and Cook Maker.

(Successor of A. VILLE CADRE) 27, Rue des Tailleurs, PARIS.

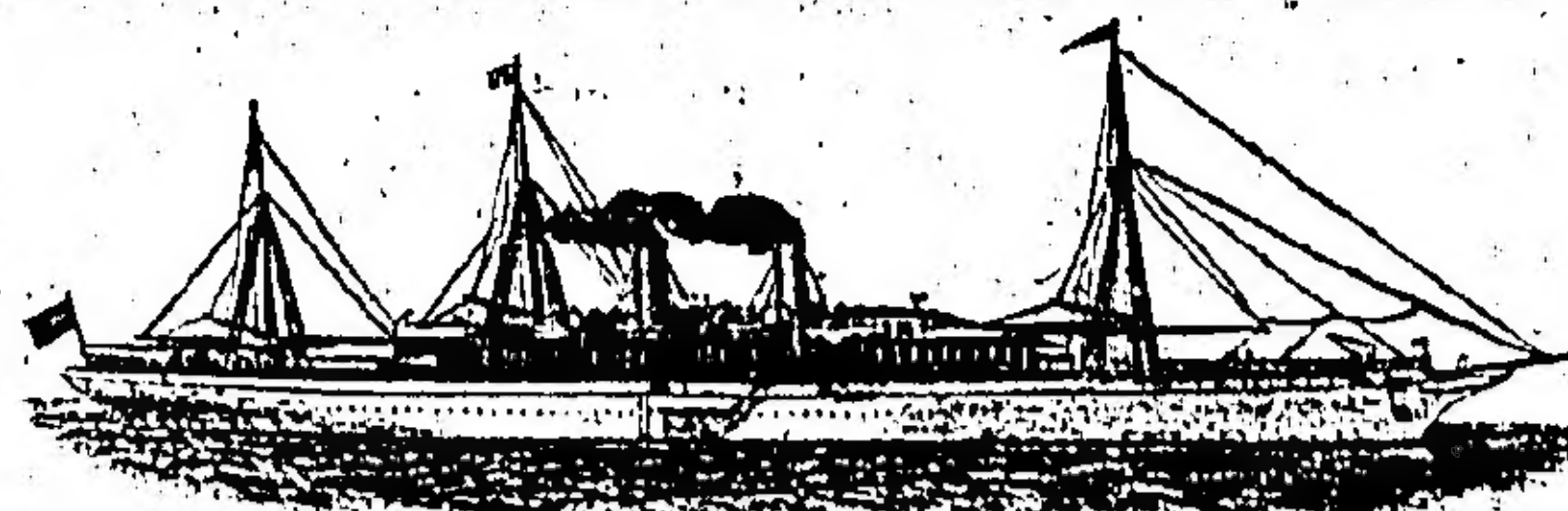
Hydraulic and Force Apparatus supplied in the Victoria Co. Vapour Bath (Boiling system).

Apply to M. GUESCHER &amp; Co., Paris.

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street, [3]

Hongkong, 27th September, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. [1310]

## SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I.I. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & CO.

Hongkong, 20th September, 1899. [179a]

FOR NEW YORK.

THE 3/3 A.I.I. American Ship

"CHALLENGER," Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & CO.

Hongkong, 19th September, 1899. [179a]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin 3,328 J. R. Rae... Oct. 14.

Breconshire 3,357 R. Peables... Oct. 28.

Queen Adelaide 2,832 F. McNair... Nov. 18.

Saint Irene 3,877 W. Atcoe... Dec. 9.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberglow 3,771 J. Murray... Nov. 11.

Monmouthshire 2,874 W. A. Evans... Dec. 23.

Aberglow 3,771 J. Murray... Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad traveling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th September, 1899. [14]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo on a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1899. [15]

## CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMM & Co.

Hongkong, 11th September, 1899. [19]

## Mails.

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

| STEAMERS.   | DESTINATIONS.                          | SAILING DATES.       | Freight and Passage. |
|-------------|--|----------------------|----------------------|
| *SAVOIA     | HAVRE and HAMBURG.                     | 14th October.        | Freight and Passage. |
| *HEIDELBERG | (LONDON with transhipment in HAMBURG.) | About 5th November.  | Freight and Passage. |
| Schiller    | (LONDON with transhipment in HAMBURG.) | About 15th November. | Freight and Passage. |
| ANDALUSIA   | HAVRE and HAMBURG.                     | About 20th November. | Freight and Passage. |
| Schönfeldt  | (LONDON with transhipment in HAMBURG.) | About 20th November. | Freight and Passage. |
| *SIBERIA    | HAVRE and HAMBURG.                     | About 30th November. | Freight and Passage. |
| Hildebrandt | (LONDON with transhipment in HAMBURG.) | About 30th November. | Freight and Passage. |
| BAMBERG     | HAVRE and HAMBURG.                     | About 30th November. | Freight and Passage. |
| Mayer       | (LONDON with transhipment in HAMBURG.) | About 30th November. | Freight and Passage. |

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra 3,496 about Oct. 20.

Belgian King 3,379 about Oct. 31.

Curmishenshire 2,929 about Nov. 15.

Carlisle City 3,002 about Dec. 15.

THE Steamship "Thyra,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 7th October, 1899. [1310]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

\*Ono (via Naga-saki, Kobe & Yokohama) Wednesday, 25th Oct., at Noon.

\*Algoa (via Naga-saki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Dec., at Noon.

(\* Taking Cargo only.)

## THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 10th October, 1899. [1258a]

## NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Wednesday 11th Oct.

Bayern Wednesday 8th Nov.

König Albert Wednesday 13th Dec.

Prinz Heinrich Wednesday 27th Dec.

Preussen Wednesday 10th Jan.

Karlsruhe Wednesday 24th Jan.

Sachsen Wednesday 7th Feb.

Hamburg Wednesday 21st Feb.

Bayern Wednesday 7th Mar.

ON WEDNESDAY, the 11th day of Oct., 1899, at 9 A.M., the Company's Steamship "SACHSEN," Captain F. Menz, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON



## NEW FOG SIGNALS.

## A COMING INVENTION.

A device has been described by *Electricity* which has for its purpose the warning of a vessel at sea during a fog of the approach of another vessel or of the vicinity of an iceberg. The apparatus in question was quite complicated, and essentially theoretical, and was based on the principle that an object emits heat radiations when its temperature is either higher or lower than the surrounding atmosphere. Whether such a device could be made to work satisfactorily in actual practice is problematical, owing to its sensitiveness, and on this account a recent invention of an Italian professor, based on the principle of the telephone, would seem to give more promise of success. This device, which is said to be attracting the attention of the navy department, is styled "wireless telephony," and has for its object not only the prevention of collisions at sea, but the detection of the approach of torpedo boats in naval warfare as well. That the invention is practical would seem to be proven by a number of experiments that have been made in the Gulf of Genoa in the presence of scientists and naval experts. The details of the apparatus and a report of the trials that have taken place, and which are said to be confirmed by official reports, are given in *L'Italia Mariana*, and are translated as follows:—

"It is well-known that the transmission of sounds is in direct ratio to the density of means through which they are transmitted. It is equally well-known that water is an excellent means for transmitting sounds to a distance. It has been noticed that a bath, immersed in water hears with great distinctness the sound of a steamer's engine in motion, because the water in which the latter is immersed is in a special state of vibration owing to the movement of the engine and the screw actuated thereby. From these principles the inventor derived the conclusion that if the air around these vibrations of sound an instrument of great sensibility below the water would be susceptible of seizing them at a greater distance and with greater distinctness, and he became convinced that the telephone apparatus should be the point of departure for obtaining a practical means of signalling between two vessels. Water would take the place of wires. It was necessary first of all to construct a sound receiver which would perform the functions of the ear below the surface of the water, then another apparatus that would increase the sound received and indicate the direction whence they came."

In practice, a portion of the apparatus is located on the conning-tower of a man-of-war, while a second piece of mechanism, or the receiver, is secured to the ship's side below the water line. Continuing, the article explains the operation of the device:—"The submarine receiver is a kind of box secured to the hull with a number of depressions so as to receive sounds from all directions. From the centre of each of these an electric wire leads to the telephone which later carries the sound to a mechanism based on Edison's well-known scientific principle. A dial plate on board is divided in two parts corresponding to the two sides of a ship. Two hands indicate the direction of the ship, and two hands indicate the direction of the vessel signalled. A system of bells at the upper part of the dial plate and of the receivers on board indicate by sound with greatest distinctness the rhythm of the screw of a distant vessel. When coming within seven kilometres of a steamer the hand of the telephone turns and indicates the direction of the vessel and follows its route, while the bells and receiver beat simultaneously the cadence of the distant screw. The noises of the vessel on which the apparatus is located cause no disturbance, owing to the special construction of the submarine receiver."

From the above description, it will be seen the principle on which the device is based is, that the sound waves from a revolving screw will be transmitted through the water to a diaphragm and thus made audible, which would certainly seem reasonable providing a sufficiently sensitive diaphragm capable of vibrating under water has been obtained. Commander Richardson Clover, chief of the office of Naval Intelligence at Washington, is reported as saying that the invention contains elements of success, and that if found practical it will be made use of in the American naval service.

## A YACHT PURSUED BY CANNIBALS.

A despatch published by the *New York Sun*, says that the Austrian Count and Countess Festetics have had a "miraculous escape from capture and death at the hands of a cannibal tribe in the Solomon Islands. They were cruising in their yacht in that locality when they were pursued by the savages in their canoes. The chase was kept up for many miles, but eventually the yacht gained upon the cannibals and made good her escape."

To be chased by man-eaters ought to satisfy the strongest craving for excitement. The inhabitants of the Solomon group are not the most amiable of savages, and add to other objectionable qualities an appetite for human flesh. The Count and Countess, while cruising in their own yacht, were espied too near the shore by the hungry folk on land, who saw the chance of getting a "long pig" and gave chase in hundred canoes. Apparently the Count had overlooked contingencies of this kind, and was unprovided with guns or rifles, for no attempt seems to have been made to give the visitors a fitting reception, and there was nothing to do but take to flight. No doubt, the wind was light and the savages had counted on the fact, but a stern chase is proverbially a long one, and the pursuers were eventually baffled. The incident is instructive, as showing that, easy as travel has become of late years, there are quarters of the globe where the amenities of civilisation have not yet penetrated, and disagreeable surprises await the too-confiding visitor. An Indian raid offers unpleasant contingencies to those who wander far away from the beaten track in some parts of the United States; pirate junks still lurk in Chinese estuaries; Australian natives, though peaceful enough in many districts, are ready with their spears in others, and those on the north-east coast are credited with taste similar to the Solomon Islanders; while painful experiences may be undergone in the Darkest Africa, and even, according to one recent traveller, in Central Asia.

The Solomon Islanders have long had a bad reputation. In what part of this extensive group, of which Germany claims one portion and our own country another, this incident occurred is not stated. The inhabitants in some of the islands are now losing their primitive ferocity, and do not kill strangers on sight; but as the group extends in two parallel chains for some six hundred miles, there is room for variety. For a very long time the islands were unknown to Europeans. Though discovered by Mendana as far back as 1567, they were not again visited for a couple of centuries, and it is only of late years that missionaries and travellers have ventured among them. Some, like Mr. Guppy and Mr. Woodford, not to mention others, have given the world the benefit of their experiences. But the islands, with their extraordinarily heavy rainfall and

dense tropical vegetation, are not likely to be generally attractive. The inhabitants certainly are not. They have no liking for a peaceful life, and, as they rarely have the opportunity of attacking a stranger, they spend their time in fighting among themselves. Though mostly, if not wholly, of one race—the Melanesians—they are split up into a number of tribes, each of which is generally at enmity with the others. So "kill or be killed" is the rule, and war has no special attractions. They collect human heads, which form the choicest decorations of their houses and war canoes. War, moreover, augments the latter. It is cheaper to eat an enemy than a slave. The former, too, is likely to prove the more nutritious. Not only has the cannibal no fears that his victim will disagree with him, but he reckons that in the process of digestion he will assimilate a portion of his valour and strength. It is a loathsome appetite, but before now hunger has driven even civilised men to such diet, and travellers to countries without game, such as some parts of Africa, have described the extraordinary craving for meat which long abstinence from it has produced. It is this, probably, which has caused the practice to be so frequent in the Islands of the Pacific, for they are very deficient in the larger quadrupeds.

## DESERTER'S CURIOUS STORY.

## ARRESTED AFTER A SEARCH OF TWELVE YEARS.

When Alfred Perry, a man of thirty-two, living in Rymer-street, Hackney, was brought up at North London and charged with being a deserter from the 4th Hussars since 1897, he raised a novel and curious defence. He claimed that he was the person advertised for in the *London Gazette*, but contended that he was not a deserter, as he had not been sworn in. The circumstances of his case were as follows:—

Thirteen years ago he tried twice to become a soldier. He went to the Wellington Barracks, but was refused because of a weak heart. Then he went to the Tower, where he was passed, with a number of others, and sent to the Wellington Barracks to comply with the preliminaries of soldiering.

He was accepted in an infantry regiment but was told that he ought to go into the cavalry. He agreed, and, as a consequence, he was with neither party when the swearing-in was in progress. He was sent with other men to Edinburgh, and then his name was not even found upon the list.

After three months of soldiering he had had enough of it, and he wrote to his father stating all particulars as he had now given them. His father replied, "You are not a soldier. You have not taken the oath of allegiance, and can come away."

He left the regiment and went home, and had since married and gone into business. Mr. Chapman said it was a remarkable story, but it must be dealt with by the military authorities.

The prisoner was committed to await an escort, and his wife and other female friends left in tears.

**A FRENCH BULL FIGHT.**

MORE DEGENERACY.

The French are thoroughly resolved to prove their right to be considered the heads of the civilised world. They have now completely naturalised the Spanish bull fight, and in order to demonstrate their superior humanity more fully to us have held one at Boulogne. It has been an exhibition of consummate brutality. "Ladies," says the *Daily Telegraph*, "invite the Spaniards to drink cognac." The world "lady" is fast reaching the point of degradation at which it will no longer be fit to be touched by any decent woman. While the French are learning brutality from the Spaniards, they are repaying the obligation by teaching their friends the drunkenness which is spreading among themselves. Part of the audience indulged in the luxury of humane emotions—in a perfect debauch of fine feeling—but the majority howled for blood, and more blood. Next time there will be no dissenting minority, and France will be fully established in the possession of the most cynical taste for cruelty now to be found in the world.

## Intimations.

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d. post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 63, Strand, London, England, Est. 1844. A fortune may await you. Wills searched for. [163]

**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [39]

## NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.  
Hongkong, 18th August, 1899. [1048a]

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS JEWELLERS, SILVER  
SMITHS, AND OPTICIANS,  
CHARTS AND BOOKS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES AND SPYGLASSES.  
Nos. 34 & 36, Queen's Road Central. [40]

Shipping.  
STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, RANGOON,  
COLOMBO, BOMBAY, KARACHI, ADEN,  
FUME AND TRIESTE.  
(Taking Cargo at through rates to South Africa,  
PERSIAN GULF, RED SEA, BLACK SEA,  
LEVANT AND ADRIATIC PORTS.)  
THE Company's Steamship

"MARIA VALERIE"  
Captain A. Fellner, will be despatched as  
above TO-MORROW, the 11th instant, P.M.  
Silk and Valuables are transhipped on  
arrival at Bombay into an accelerated liner.  
For information as to Passage and Freight,  
apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 4th October, 1899. [1267a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Company's New Steamship

"DIAMANTE,"  
Captain Taylor, will be despatched for the  
above port, on THURSDAY, the 12th instant,  
at 5 P.M.  
The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with Electric  
Light.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 7th October, 1899. [1270a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship

"POSEIDON,"  
Captain A. Levin, will leave for the above  
places on SATURDAY, the 14th instant, P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 7th October, 1899. [1282a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"CALCHAS,"  
Captain Gregory, will be despatched as above  
on TUESDAY, the 17th October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th September, 1899. [1216a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above  
on FRIDAY, the 20th instant, at 4 P.M.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.  
A Stewardess and a duly-qualified Surgeon  
are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 4th October, 1899. [1265a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA.  
THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched as above  
on FRIDAY, the 20th instant.  
The attention of Passengers is directed to  
the Superior Accommodation offered by this  
Steamer. The First-class Saloon is situated  
forward.  
A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 6th October, 1899. [1277a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"ORESTES,"  
Captain Purford, will be despatched on  
TUESDAY, the 31st October.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th September, 1899. [1221a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON  
VIA STRAITS.  
(Taking Cargo at through Rates for LIVERPOOL  
GLASGOW, CONTINENTAL PORTS, RIVER  
PLATE, &c.)

THE Company's Steamship

"OANFA,"  
J. A. Davies, Commander, will be despatched  
as above on or about the 5th November.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 4th October, 1899. [1268a]

FOR MANILA.  
(Taking Cargo at through Rates for ILOILO  
AND CEBU.)

THE Steamship

"VENUS,"  
will be despatched as above  
on FRIDAY, the 13th instant, at Noon.  
For Freight or Passage, apply to  
BRANDAO & Co.,  
Agents.  
Hongkong, 9th October, 1899. [1288a]

Shipping.  
STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"MAIDZURU MARU,"  
Captain T. Ogata, will be despatched for the  
above ports, on SUNDAY, the 15th instant, at  
Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 9th October, 1899. [1213a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"HECTOR,"  
Captain Barr, will be despatched as above  
on TUESDAY, the 14th November.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th October, 1899. [1283a]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship

"OANFA,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risks into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon on the 13th instant, or they will not be  
recognized.

All broken, chafed, and damaged Goods are to  
be left in the Godowns where they will be  
examined on the 10th instant.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 10th  
instant will be subject to rent.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon  
TO-DAY.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 4th October, 1899. [1262a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risks into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Ltd., at Kowloon, whence each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

Optional cargo will be carried on unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.  
Goods not cleared by the 11th instant, will  
be subject to rent.  
No Fire Insurance has been effected.  
All ship damaged packages must be left in  
the Godowns, and a certificate of the damage  
obtained from the Godown Co. within ten days  
of steamer's arrival, after which no claims will  
be recognized.

All broken, chafed, and damaged Goods are to  
be left in the Godowns where they will be  
examined on the 11th instant.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 11th  
instant, will be subject to rent.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 5th October, 1899. [1271a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW.

THE Company's Steamship

"KAISOW,"  
having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risks into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon on the 14th instant, or they will not be  
recognized.

All broken, chafed, and damaged Goods are to  
be left in the Godowns where they will be  
examined on the 11th instant.  
No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 11th  
instant, will be subject to rent.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
Noon, TO-DAY.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 5th October, 1899. [1272a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SHANGHAI,"

FROM ANTWERP, LONDON, PORTSAID,  
SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From Madras, ex S.S. *Landura*.  
Optional goods will be landed here unless  
instructions are given to the contrary before 3  
P.M. TO-DAY.  
Goods not cleared by the 15th instant, at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage obtained  
from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 9th October, 1899. [1]

## Consignees.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.  
THE P. & O. S. N. Co's Steamship

"TIENTSIN,"

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 10th instant, at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage obtained  
from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 4th October, 1899. [1-w 5]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 11th instant, will be subject  
to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the 11th  
instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 11th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 4th October, 1899. [1266a]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "RENLARIG,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 13th instant, will be  
subject to rent.

All Claims against the Steamer must be  
presented to the Undersigned on or before the 19th  
instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 12th instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 5th October, 1899. [1275a]

TO be Let.

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to  
W. DANBY,  
Civil Engineer & Architect.  
Hongkong, 7th October, 1899. [1281a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4,  
Queen's Road, Central, (late the IMPERIAL BANK OF CHINA).  
Apply to  
Comptroller Office,  
E. C. HOCHAPPEL,  
Hongkong, 23rd March, 1899. [398a]

TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection).

PROPERTY lately occupied by the  
Bourne Bros. Saw Mills.  
GROUND FLOOR, 52, PEAR STREET.  
OFFICES 1st floor, No. 10, PRAYA  
CENTRAL. (Lately occupied by  
Messrs. MELCHERS & Co.)  
"HARFORD" MAGAZINE GAP.  
No. 4, RIFON TERRACE.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th August, 1899. [12]

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H."  
Hongkong, 17th May, 1899. [663a]

TO LET.

For Nervous Exhaustion

CHAPOTEAUT'S  
Phosphoglycerate  
OF LIME

The modern restoration of the nervous system.  
For brainworkers, professional men, teachers, students, etc., and in debility, neuralgia, nervous dyspepsia, of nervous origin, and neuritis.  
It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE GROUP  
(CHAPOTEAUT)  
PHOSPHOGLYCERATE WINE  
(CHAPOTEAUT)  
PHOSPHOGLYCERATE CAPSULES  
(CHAPOTEAUT)  
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Hongkong, 5th September, 1899.

Intimations.  
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This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpéau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and



